

Fall 2003

District 4 Forces Rebuild Flood Damaged Roads TWICE In Two Weeks

August Torrential Rains Wreak Havoc on State Highways in Monadnock Region



A damaged section of NH Route 12 in Westmoreland after the second severe storm in a week struck on August 10.

It was one of those severe weather events that may not happen once in 50 years, let alone twice in one week. But it did happen in 2003, and the victim of the double whammy was the small town of Westmoreland in New Hampshire's Monadnock Region.

It began on the evening of August 6 with five inches of rain in two hours. That soaking was soundly trumped four days later by an almost unthinkable five inches of rain in 45 minutes!

The result of the torrential downpours were swollen brooks and streams that angrily spilled their banks, flooding roads, homes and businesses and causing hundreds of thousands of dollars in damages.

"Either one of the storms would have been considered unique," says NHDOT District 4 Engineer Doug Graham.

"A couple of our patrol foreman who live in the area had never seen anything like this."

It soon became apparent on Wednesday night that there was big trouble on two state highways in Westmoreland that had not been historic trouble spots, NH Routes 12 and 63. The normally placid Mill Brook that runs alongside Route 12 had washed out more than 500 feet of roadway.

Crews from the NHDOT's District 4 went to work immediately and Route 63 was back in service with one lane the same night and fully opened 24 hours later. On Route 12, heavy stone from a nearby quarry was trucked in and after nearly four days of exhausting work, all that remained to be done by Sunday afternoon was some final paving scheduled for the following day. Then it started raining again.

"Our people really got the wind knocked out of them," Doug Graham recalls. "Much of what had been accomplished was gone."

This time the damage was even more extensive to Route 63 and its closure took away a detour route.

By the next morning the District 4 forces had regrouped and once again began the monumental tasks of reopening NH Routes 12 and 63. They were not without help. Equipment and manpower arrived from Districts 2 and 5, and the Traffic, Bridge Maintenance and Bridge Design Bureaus. The services of some private contractors were also enlisted.

Like four days earlier, the "pretty good game plan" was developed on the fly.

(continued on page 6)





Commissioner's Corner

by
Carol A. Murray

Showing How Government Can Move Swiftly and Effectively

Please allow me the opportunity to brag a little. Not about me, but about some hard-working and dedicated employees of the New Hampshire Department of Transportation.

Government agencies, like individuals, don't relish the idea of being in the public spotlight when the heat is on and you're called upon to act. It can be pretty stressful when the eyes of the media, the public and government are on you. There are high expectations to meet and no shortage of cynics ready to predict failure and critique your performance.

Now imagine this kind of intense scrutiny twice within the same month, during late summer when many people are taking to the roads, looking to get away for a week or two from the demands of their workplaces. That's where the NHDOT and many of its employees found themselves in August 2003.

With little or no advance notice, Department of Transportation forces were called upon to repair or improve upon two sections of our highway system. One involved responding to the wrath of Mother Nature. The other involved trying to make a transportation facility somehow do a better job of accommodating more than 100,000 vehicles a day.

The challenges began on August 6 in the Monadnock Region, when torrential downpours turned a babbling brook into a raging river that washed out sections of NH Route 12 and 63 in the small town of Westmoreland.

Our District 4 maintenance forces mobilized quickly with personnel, equipment and materials. They rebuilt the washed out sections and four days later everything was almost back to normal.

Then the heavy rains returned.

The damage was much more extensive than before, both to the roads and to the mental states of some very tired and frustrated workers, who saw their nearly around-the-clock efforts simply wash downstream.

Late on the evening of August 10, I met with those District 4 people who had led the repair efforts and heard them ask for outside help. By daylight they had rescinded that request and went back to work, more determined than before to reopen the roads as quickly as possible. One week later all damaged state roads in Westmoreland were once again open to traffic.

The next challenge arose three days later on New Hampshire's seacoast. The Hampton Toll Plaza on Interstate 95 was in its annual struggle to keep up with relentless August traffic and Governor Benson asked if there was something we could do to improve the situation.

This time it was Turnpikes Bureau personnel who quickly developed an ambitious plan to implement one-way tolling at Hampton by the following weekend.

With vital contributions from the Bureaus of Highway Design, Traffic, and Information Technology Services, and an all-night transition effort on August 21 by a force of nearly 50, one-way tolling went into effect on Friday, August 22 in what the Boston Globe called, "one of the fastest transportation changes in New England history".

It remains to be seen whether Mother Nature will choose to severely test the state roads in Westmoreland once again, or whether one-way tolling is ultimately the right way to go on Interstate 95.

But from my perspective, these were two sterling examples of how NHDOT employees rose to major challenges on opposite sides of the state within days of each other. They approached those challenges with tireless determination, utilizing their knowledge, skills and experience to organize, plan, mobilize and get the jobs done. They showed to everyone that at times government has an important role in improving everyone's daily lives, and when called upon, can act swiftly and effectively to accomplish major tasks.

I have never been prouder to be Commissioner.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Fall 2003

Governor.....Craig Benson
Commissioner.....Carol Murray
On the Move Editor.....Bill Boynton

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A Switch to One-Way Tolling With Little Time to Prepare and a Lot of People Watching

Stress goes with the territory at places like the NHDOT's Turnpikes and Traffic Bureaus. A lot of jobs require planning, teamwork and execution on short notice. But a task assigned in the middle of August 2003 may have set a new mark for working under pressure.

The assignment from Commissioner Carol Murray: Prepare and implement a plan for converting one of New Hampshire's busiest highways to one-way tolling to try to alleviate traffic backups during one of the heaviest travel periods of the year. Oh yeah, you've got a week.

Without much precedent to go on, some of the NHDOT's best went to work. Among the items that needed to be addressed: traffic flow, pavement markings, safety concerns, sign changes, software adjustments, mobilizing the appropriate personnel, and notifying the media and the public.

It was a mission that was not guaranteed to succeed and the logistics made advance notification debatable as to its benefits versus its negatives. Nothing could move ahead unless the Executive Council agreed to a proposed change in toll rates for a six-week trial period. On the morning of the planned changeover, that approval was given at Governor Benson's request. The Governor said it was at his suggestion that the experiment was being tried. He had been caught in a mid-week traffic backup in the southbound lanes of I-95 at the Hampton Toll Plaza and he believed something needed to be tried to ease motorists's angst about the problem. One-way tolling had been considered before but rejected due to concerns about traffic trying to avoid paying the one-way tolls and congesting local roads.

On the evening of August 21, a small army of close to 50 NHDOT employees performed the switch with military-like

precision. The results were immediate with no southbound backups for the entire six-week trial period. While concerns lingered about traffic diversion and revenue loss, the experiment was extended until November 1.

Governor Benson needed no convincing about the experiment's success.

"I am very pleased that the Department was able to implement the trial so quickly and so well," said Governor Benson. "Recently I watched Department of Transportation employees respond to flood damage in this state with a great deal of initiative and can-do spirit. Now I am seeing the same spirit at work in the implementation of this trial project."

For their efforts in providing "a seamless and safe transition for both employees and motorists", five NHDOT employees received the Governor's first "Initiative Award" for "bringing ingenuity and dedication" to their jobs.



In a briefing that had the feeling of both a military mission and a football coach's halftime speech, Mike O'Mally (Turnpikes) laid out the battle plan for making the switch to one-way tolling to an attentive audience in a session that included NHDOT employees and State Police. The plan went on without a hitch and one-way tolling went into effect shortly after midnight on August 22.



Escorted by State Troopers, nearly 50 NHDOT employees from several Bureaus worked as teams well into the night on August 21 to make the changes necessary to allow for a transition to one-way tolling. A Traffic Bureau employee (above) puts down temporary striping to guide southbound vehicles into what will at midnight be four southbound toll-free lanes. In the right photo, Bill Cyr (ITS) works as the midnight hour approaches to make the necessary software changes that would allow for a changing toll structure. Looking on is the head of toll operations for the Turnpikes Bureau, Al Almasly.



New Chesterfield, NH-Brattleboro VT Bridge Over Connecticut River Opens to Traffic

The quality of the bridges crossing the Connecticut River between New Hampshire and Vermont took a major step forward on September 24 with the opening of the new steel-arch bridge carrying NH Route 9 from Chesterfield, NH to Brattleboro, VT.

Construction on the \$15.4 million project began in October 2001. The new 430-foot bridge has a higher clearance, a 10-foot shoulder and a new alignment just north of its predecessor, which was built in 1936. The old bridge will remain standing for pedestrian and bike use and may one day be rehabilitated and utilized for traffic if four lanes are needed.

Among those in the Bureau of Highway Design who worked on the project were: Mike Hazlett, Peter Salo, Eric Milliken and Chris Girard from Final Design, John Butler and Dave Smith from Preliminary Design, Mike Finn from Utilities and Scott Cloutier and crew from Survey.

Bob Juliano was the lead Bridge Design engineer on the project. Don Lyford was the project manager. Also completed this year were the rehabilitation of Connecticut River bridges in Haverhill and Orford.



The painted lines on the road were barely dry before the first vehicles made their way from Vermont into New Hampshire via the new Chesterfield-Brattleboro Bridge over the Connecticut River.

New Transit Option for Wheelchair Passengers



On the outside it looks like a typical Ford Windstar mini-van. All that changes when you lift the rear hatch. One of the latest options for transporting wheelchair passengers was on display recently at the NHDOT headquarters. Ken Hazeltine (Rail & Transit) (above left) explains some of the benefits of the rear entry ramp concept to local transit operators from across New Hampshire. The NHDOT has recently purchased two of the mini-vans, at approximately \$35,000 each, for use by transit providers in rural areas in the northern part of the state. The ramp provides easy access while avoiding the need for a wheelchair lift, which can be more costly, time consuming to use and require more frequent repairs.

Upgrading Interstate 93



One of the biggest transportation projects well underway in New Hampshire in the summer of 2003 is the \$20.4 million Interstate 93 pavement and bridge project in the towns of Plymouth, Campton and Thornton. The project consists of the rehabilitation of roadway and 18 bridges along seven miles of I-93 between Exits 26 and 29. The final completion date is July 2004.

NHDOT Co-Hosts Eastern Winter Maintenance Symposium & Equipment Expo In Manchester

Eighth Annual Event Draws More than 1,100 Attendees



You could excuse the motorists on Elm Street in Manchester for staring as they drove by.

After all, it's a little unusual to see snowplows parked in the plaza of the Center of New Hampshire Holiday Inn in early September.

The event was the Eastern Winter Road Maintenance Symposium & Equipment Expo, and this year the 8th annual event was co-hosted by the NHDOT's Bureau of Highway Maintenance. More than 1,100 visitors from 36 states and provinces turned out over the two days to see and hear about the latest on snow removal equipment and techniques. On display were more than 80 exhibitors and 25 new snow-fighting vehicles and equipment, ranging from anti-icing chemicals to plow blades.

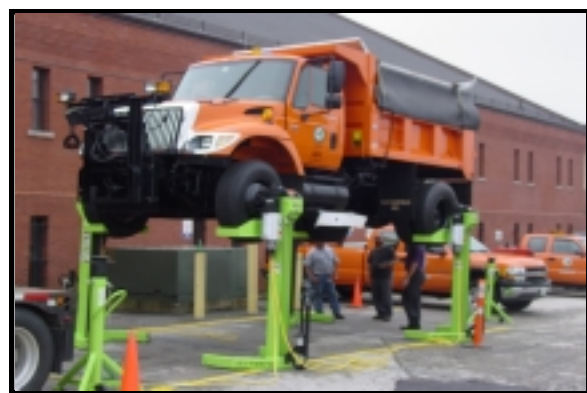


"We were fortunate to be able to bring a national program with the latest technologies and expertise free to New Hampshire," says NHDOT State Maintenance Engineer Steve Gray. "We are glad that so many people involved in winter maintenance activities in our state and throughout the northeast were able to take advantage of it."

The symposium was targeted for state and local winter maintenance managers, with the goal of providing them with the latest in best practices gained through the winter of 2002, strategies, materials and equipment available to address winter conditions. A number of sessions were held in the areas of operations, safety and the environment.

According to the Federal Highway Administration's Mary Peters, "This annual symposium is a great opportunity for the state and local officials who operate the region's transportation systems to learn about the latest winter maintenance techniques, new products and equipment, and ways to plan for and direct all areas of storm management."

The two-day event involved several weeks of planning by employees of the Bureau of Highway Maintenance. By all accounts, it was very well received and appreciated by those who attended.



A Manchester Public Works truck (above photo) is suspended by a remote field lift, one of the many new products on display at the Winter Road Maintenance Symposium & Equipment Expo held in Manchester on September 3 and 4.

The furthest traveled award for the Expo had to go to two Russians (right photo). Highway Maintenance Bureau Chief Engineer Steve Gray (far right) explains the latest in snowplow equipment to Eugenie Ponomarev (left) and Oleg Gerasimov, who both work for the Innovations Department of the Road Administration of the Archangel Region of Russia. The two men had been visiting in Maine when they heard about the Expo and came to New Hampshire to check it out. Their knowledge of English was limited and Steve's knowledge of Russian was non-existent, but they all had a common understanding of snow removal.



Bridge Maintenance Puts "New" 60 Ton Crane to Work Along I-93 *Military Surplus Crane Has a 110 Foot Boom To Tackle Some Big Projects*

Curious motorists may have thought it was a scene from the TV show "Fear Factor".

Actually it was a closeup inspection of a rock-bolted ledge face next to Interstate 93 in Thornton.

The inspection effort was made much easier through the use of a 110-foot boom on a 60-ton crane recently acquired by the NHDOT's Bureau of Bridge Maintenance, which purchased and repaired the military surplus crane and trained several of its employees on its use for one-sixth of the crane's market value of about \$120,000.

Bridge Maintenance employees Dan Gelinas, Tom Clement, and Dave Kitson worked with the Bureau of Materials and Research on the ledge inspection effort.



Westmoreland *(continued from page 1)*

"A lot of the tactics and decisions came from our collective input and experience," Graham says, "whether from a construction background, or simply just knowing where we could get things. It was a great team effort. Everyone knew this was something different. One thing that really concerned us was working in water. Pushing the brook back is not something we do every day."

In all, close to 50 NHDOT employees worked tirelessly to restore the roads, while virtually all of District 4's 90 employees were involved at one time or another.

The task meant very long shifts and little sleep for many, some of who had their own homes damaged by flooding.

"All of my guys are in the same boat," District 4 Maintenance Supervisor Chris Flagg told the *Keene Sentinel*. "They've all made personal sacrifices, and all the guys came together really well as a team."

For Assistant District Engineer Charles (C.R.) Willeke, who had been in the position for just a few months, the next several days provided on-the-job training you won't find in a book.

"Everyone did a great job," Willeke says. "They all went the extra mile and were willing to help."

When the roads were finally reopened, Route 12 ("The Big Dig") had been closed for nine days and Route 63 ("The Little Dig") for six days.

For the crews in District 4, it was the end of an exhausting week and a half that often tried their patience and their stamina.

And for Chris Flagg and others, it was the chance to finally catch up on some sleep with the knowledge that they had got the job done. As Chris told the *Sentinel*, "The state and the department are pretty proud of the product these guys provide."





SERVICE AWARDS

October through December 2003



35 YEARS

Ronald Smith, District 1

30 YEARS

Richard Armstrong, Bridge Maintenance

Robert Decker, Construction

William Flanders, District 2

Thomas Jelley, Mechanical Services

George Rolland, Highway Design

25 YEARS

Thomas Bedell, District 1

Robert Burns, District 4

Alan Cilley, Construction

Dennis Frost, Mechanical Services

Leo Gerior, Information Technology Services

Arthur Junge Dennison, District 3

Walter Keuenhoff, Traffic

William Little, Bridge Design

Pamela Mitchell, District 5

Betty Plante, District 3

David Ross, Turnpikes

Kenneth Smith, District 2

20 YEARS

Herbert Anderson, District 4

Jack Berquist, District 4

Montgomery Davis, District 4

Michael Mead, Bridge Maintenance

Sarah Monette, District 2

Raymond Randall, District 3

15 YEARS

Tricia Abbott, Finance & Contracts

R. Ted Bennetter Jr., Highway Design

Marc Bergeron, Bridge Maintenance

George Boewe, District 3

Patricia Bokousky, Turnpikes

Mark Brady, District 5

Wayne Clifford, Highway Design

Wayne England, District 2

Richard Fenoff, District 1

Lennox Grasmuck, District 4

Joshua Hicks, Highway Design

Kevin King, District 5

L. Robert Landry Jr., Highway Design

Susan Lavin, Mechanical Services

Leon Noel, Right-of-Way

David O'Shea, Turnpikes

10 YEARS

Daniel Afflick, Highway Design

Vincent Benincasa, Turnpikes

Matthew Courser, Bridge Maintenance

Wilbur Cox, District 2

Lorraine Felladore, Human Resources

Arthur Grenier, District 4

Wendy Grygiel, Turnpikes

James Hill, District 5

George Lemay, Right-of-Way

Deborah Loiselle, Environment

Joyce Marshall, ITS

Laurie Minichiello, Human Resources

Marlene Pollard, Turnpikes

Brian Tarmey, District 5

RETIREMENTS (years of service)

Paul Currier, Survey Team Technician 4, Highway Design (31)

Robert Emerson, Highway Maintainer 1, District 3 (30)

George Essex, Drawbridge Operator, Bridge Maintenance (10)

Sandra Joyce, Systems Development Specialist 4, ITS (15)

Robert Merrifield, Civil Engineer 3, District 5 (33)

Richard Morneau, Assistant District Engineer, District 1 (27)

Carl Plummer, Engineering Technician 3, Highway Design (43)

Melvin Rocke, Assistant Highway Patrol Foreman, District 2 (16)

Douglas Scamman, Director of Administration, Commissioner's Office (10)

Harold Wilson, Bridge Construction Supervisor, Bridge Maintenance (23)

Lee Atwood, Bridge Construction Superintendent, Bridge Maintenance (38)

Norman Higgins, Chief Right-of-Way Appraiser, Right-of-Way (34)

Richard Douglas, Highway Patrol Foreman, Turnpikes (17)



A party in honor of Lee Atwood and his 38 years of state service in Bridge Maintenance was held September 26 at a Concord restaurant.



NEW HIRES

Wanda Allie-Druding, Right-of-Way Agent, ROW
Raymond Couture, Highway Maintainer 2, District 2
Charles Desrochers, Civil Engineer 2, Highway Design
PollyAnn Printy, Engineering Tech 2, Highway Design
Steven Young, Engineering Tech 4, District 1
Mark Louzier, Highway Maintainer 1, District 2
Tracey Adams, Civil Engineer 3, Materials & Research
George Griffin, Program Specialist 2, Human Resources
Frederick Paradis, Info. Center Attendant, District 3
Emily Hughes, Engineering Tech., Highway Design
Mark Aldrich, Highway Maintainer 1, District 2
Scott Gallagher, Highway Maintainer 2, Turnpikes
Shane Hastings, Highway Maintainer 1, District 2
Leon Geil, Engineer, District 1
Lawrence Partridge, Highway Maintainer 1, District 2
Nagavalli Vyakaranam, Engineering Tech 1, Highway Design

Michael Kenison, Highway Maintainer 2, District 1
Frank Patterson, Highway Maintainer 1, District 4
Monica Godin, Toll Attendant 1, Turnpikes
Charles Blackman, Civil Engineer 1, Highway Design
Steven Benoit, Assist. Highway Patrol Foreman, Turnpikes
Amy Weinberger, Civil Engineer 1, Highway Design
Desmond Davis, Highway Maintainer 1, District 4
Christopher Balch, Highway Maintainer 1, Turnpikes
David Rattray, Highway Maintainer 2, District 4
William Kramer Jr., Highway Maintainer 1, District 2
Sean Myers, Information Center Attendant 1, Turnpikes
Dennis Ouimet, Gate Operator, Bridge Maintenance
Stefanie Hall, Data Control Clerk 2, ITS
Janet White, Radio Dispatcher, District 4
Jason Darling, Highway Maintainer 2, District 2

PROMOTIONS

Dennis McAlister, Ass't Highway Patrol Foreman, District 2
David Chase, Communications Super., Finance & Contracts
David Warren Jr., Highway Maintainer 2, District 4
Michael Pillsbury, Civil Engineer 6, Municipal Highways
James Restron Jr., Highway Patrol Foreman, District 2
Lisa Denoncourt, Engineering Tech 3, Highway Design
Walter Box, Highway Maintainer 2, District 5
Eldridge Dicky, Highway Maintainer 1, District 2
William Dodd Jr., Assist. Highway Patrol Foreman, District 1
Michael McManus, Highway Maintainer 1, District 5
Bernd Huber, Highway Patrol Foreman, Turnpikes
Steven Albrecht, Highway Patrol Foreman, District 2
David Rix, Highway Maintainer 2, District 4
Robert Hebert, Assist. Highway Patrol Foreman, District 4
Timothy Boodey, Civil Engineer 3, Construction
James Mountford, Assist. Highway Patrol Foreman, District 4
Harold Williams Jr., Plant Inspector 1, Materials & Research
Ted Long, Bridge Maintainer 1, Bridge Maintenance
James Haskins, Bridge Construction Supervisor, Bridge Main.
Thomas Driscoll, Drawbridge Operator, Bridge Maintenance
George LeMay, Right-of-Way Appraiser Supervisor, ROW
Douglas Almon, Highway Maintainer 2, District 6
James Mac Nichol, Ass't Highway Patrol Foreman, Turnpikes
Kevin LaPointe, Engineering Tech 3, Construction
Benjamin Landry, Highway Maintainer 2, District 5
Mark Greenwood, Highway Maintainer 2, District 5

Nathan Brown, Bridge Maintainer 3, Bridge Maintenance
George Demers, Traffic Signal Technician 2, Traffic
John Kallfelz, Civil Engineer 4, Highway Design
Tobey Reynolds, Civil Engineer 4, Highway Design
David Michaud, Assistant Patrol Foreman, Turnpikes
Douglas Curtis, Traffic Signal Technician 2, Traffic
John Clark, Highway Maintainer 2, District 6
Daphne Manifold, Administrative Secretary, Mech. Serv.
Santo Irrera, Bridge Maintainer 1, Bridge Maintenance
George Demers, Traffic Signal Technician 2, Traffic
Richard Lucier, Highway Maintainer 1, District 5
Tracey Hall, Data Control Clerk 3, ITS
Ernest Ball, Highway Maintainer 3, District 5
Chad Hayes, Engineering Tech 2, Construction
Willard Campbell, Administrator 2, Mechanical Services
Daniel Boone Rondeau, Construction Foreman, District 2
Peter Anderson, Tech. Support Specialist 4, Construction
Ronald Gosselin, Highway Maintainer 3, District 6
John Schlemmer, Highway Maintainer, District 3
Mark Wiggins, Highway Maintainer 2, Turnpikes
Adam Dow, Highway Maintainer 3, District 5
Giselle Stewart, Clerk 4, Turnpikes
Jere Heath, Survey Team Technician 4, Highway Design
Glenn Lamper, Bridge Maintainer 3, Bridge Maintenance
Glen Levesque, Highway Maintainer 2, District 5



A Division of Aeronautics Special Supplement

Celebrating 100 Years of Powered Flight

On December 17, 1903, on the sands of Kitty Hawk North Carolina, through planning and perseverance, the Wright Brothers achieved the milestone of manned, controlled, and powered flight. The legacy of the Wright brothers' accomplishment, the virtues displayed by these two men and the great impact of powered flight on mankind in the twentieth century is recognized and preserved to challenge us and future generations to achieve great things.



July 25, 1927 - Charles Lindbergh lands the Spirit of St Louis at Concord Airport during his national tour promoting aviation one month after his transatlantic flight from New York to Paris.

New Hampshire Aeronautics milestones.....

1940

Creation of "A plan for the development of airports and airways in New Hampshire"

1941

Establishment by statute of the New Hampshire Aeronautics Commission.

1959

Manchester Airport Authority established to operate Grenier Field as a civilian airport.

1963

The Federal Aviation Administration's Boston Air Traffic Control Center established in Nashua.

1986

The Division of Aeronautics, within the Department of Transportation, replaces the Aeronautics Commission.

1991

Pease Development Authority assumes control of the former Pease Air Force Base

2001

The Division of Aeronautics moves from its home of over 50 years at Concord Airport to the John O. Morton Building.

Skyhaven Airport in Rochester Hosts Celebration of Powered Flight



The NHDOT's Division of Aeronautics sponsored a display at one of New Hampshire's open to the public airports as part of this year's celebration of the centennial of powered flight. On the weekend of August 23, 2003 the Division was at Skyhaven Airport in Rochester.

Presenting a historical perspective of the development of the airport as well as

aviation education information, the display was well received by Ossipee Valley Aviation, the sponsor of the event.

It was a beautiful weekend for aircraft activities.



Did you know?

the NHDOT Division of Aeronautics...

- Is responsible for registering over 2000 aircraft annually in New Hampshire.
- Registers over 100 airports annually.
- Conducts annual safety inspections on 22 open to the public airports.
- Maintains radio navigation aids for use by pilots throughout the state.
- Disbursed over \$32 million in state and federal airport grants in FY 2003.
- Requires that four of the seven employees in the Division hold Commercial Pilot Certification.
- Provides real estate property tax relief to privately owned airports that are open to the public.
- Is charged with management and operational responsibilities for the state-owned Skyhaven Airport in Rochester.
- Conducts a pavement management program for general aviation airports throughout the state.
- Supports two statutory boards—the statewide Aviation User Advisory Board and the Skyhaven Airport Operation Commission.
- Sponsors and supports aviation education and safety programs throughout the state.

"ACE" Camps Take Young New Hampshire Flyers To New Heights



The New Hampshire Department of Transportation's Division of Aeronautics, in conjunction with the Federal Aviation Administration, Daniel Webster College, New Hampshire Aviation & Space Education Council, and the Christa McAuliffe Planetarium, co-sponsors Aviation Career Education (ACE) Camps in New Hampshire.

These one week summer programs expose students to a wide range of aviation career experiences. Instruction includes aviation history, the physics of flight, field trips to aviation sites, and hands-on activities. Those camps held in conjunction with Daniel Webster College include actual flight time in an aircraft with an FAA Certified flight instructor.

In 2003, over 140 young people attended ACE camps in New Hampshire.



Manchester Airport Marks The Completion of Six Year Runway Reconstruction Program

The tremendous growth and success of Manchester Airport marked another major milestone on September 5 with a ribbon-cutting to signify the completion of a six-year Runway Reconstruction Program.

When Manchester Airport first opened in November 1927, it had two dirt runways that were each 1,800 feet in length. By the fall of 1937 the two runways had been paved and lengthened to 2,200 feet and a third runway was added.

In 1943, Runway 17/35 (also known as "Runway Number 1") was lengthened to 7,001 feet. It remained that way until the most recent project, which extends it to 9,250 feet. These improvements give Manchester the opportunity to offer longer non-stop flights across the country.

Manchester Airport Executive Director Kevin Dillon cited the latest lengthening of both runways as being of "critical importance and significance" for the future success of the airport.



With a FedEx 757 looming nearby, Manchester Airport Director Kevin Dillon (at the podium) and Manchester Mayor Bob Baines spoke at September 5 ceremonies recognizing the completion of the airport's Six Year Runway Reconstruction Program. The lengthening of "Runway Number 1" paves the way for longer cross country flights to and from the fast growing airport.

2004 International Art Contest

Calling all young artists!

Here's your chance to show your talent by participating in the 2004 International Art Contest.



Sponsored in New Hampshire by the NHDOT Division of Aeronautics, the art contest encourages youths, ages 6-17, from all over the world to reflect on aviation by designing a piece of art based upon a chosen theme.

The 2004 International Art Contest theme is "Flying Saves Lives."

The purpose of the contest is to encourage young people to become more familiar with and participate in aeronautics, engineering, and science.

Application rules and entry forms may be obtained by calling the Division of Aeronautics at 603-271-2552, and on the internet at www.nhdot.com.

All entries must be postmarked by January 10, 2004 and mailed to:

NHDOT Division of Aeronautics
Aviation Art Contest
PO Box 483
Concord, NH 03302-0483



Instant Speed Feedback for Motorists on the Hillsborough Bypass

Another tool to encourage motorists to drive at safe speeds is now in place on a state highway.

New Hampshire's first permanent driver feedback speed limit sign (at least in several years) was installed on July 23 on NH Route 9 westbound near the intersections with West Main Street in Hillsborough and NH Route 31 (Second NH Turnpike).

The stand-alone sign is a standard speed limit 45 MPH sign with an electronic sign attached that will indicate the actual speed of approaching motorists via radar. The sign can also collect data, which will be used to determine its effectiveness.

NHDOT Traffic Bureau Administrator Bill Lambert believes the driver feedback speed limit sign will be more effective for the recently constructed and reconfigured stretch of highway than a conventional flashing beacon.

"This permanent instant feedback speed limit sign seems most appropriate for limited situations like Hillsborough where motorists need to make the adjustment from a limited access highway to a rural two lane highway," Lambert says. "We do not anticipate using these types of signs routinely for speed limit reductions."



Skilled Driving Avoids Disaster



Terry Mason (third from left), a Highway Maintainer 3 in District 3's Conway 301 Patrol Shed, was recognized at the August major staff meeting by Commissioner Carol Murray for "excellence in driving skills and attention to duty." As his Patrol Foreman Michael Lane (right) explained, while Terry was operating his 10-wheel truck with an attached trailer, a pickup truck with three passengers veered over the center line into his lane of travel. At great personal risk, Terry drove off the right side of the road in an area where a steep slope and other obstacles posed significant hazards. According to District 3 Engineer Mark Morrill (left), "It would have been a head-on crash if Terry had not taken the evasive action and as many as all three people in the pickup truck would have been killed." The pickup did strike the rear of Terry's truck, but there were no serious injuries.

Serving In Kuwait and Iraq



Bob Havey, a Pavement Marking Foreman with the NHDOT's Traffic Bureau, was shipped to Kuwait during the second week of September in his capacity as a reserve SSGT in the 157th Air Refueling Wing, Logistics Squadron, based out of Pease Air National Guard Base in Newington. During his 30 day assignment, Bob drove trucks for the Air Force National Guard and crossed into Iraq. The above photo was taken during a break at an airbase in Iraq.



LETTERS

On the Move

September 17, 2003

This is a bit late, but I want to send you an "atta-boy" for Don Murdock. I called him one day about a problem we had with a shoulder on Rt. 31. He came up with a solution for me, and said he would get a crew to it. I didn't expect it that day as I'm sure they were doing some other projects, but he sent a crew right up, cleaned up the debris and installed a series of delineators.

This was all done within an hour of me calling, and we haven't had a problem since. It was great service and I really appreciated his effort, and that of his crew. I'm looking forward to a good winter with him and the Hillsboro staff.

Chief Steve Marshall
Washington, NH Police Department

Editor's note: The above note was sent to District 4 Engineer Doug Graham. Don Murdock is a Highway Patrol Foreman at Patrol Shed 404 in Hillsborough. The 404 crew includes: Assistant Patrol Foreman Brian Cole and Highway Maintainers Rich Robinson, Jon Russell, Jim Schaefer, and Lauren Howard.

July 8, 2003

I would like to express my sincere gratitude to Mr. John Comeau, and an unnamed gentleman who also works for you, for assisting me today.

On my way from Cape Cod I unfortunately broke down between (I-93) Exits 22 and 23 with my four-year old son. As you may have imagined, we were very upset and scared.

John radioed to his supervisors and explained the situation and was allowed to stay with us until help arrived. It was a comfort to have company along your busy I-93.

Again, my thanks to Mr. Comeau and all your hospitable crew.

Margaret Mitchell

Editor's note: John Comeau is a Highway Patrol Foreman with Patrol Shed 324 in New Hampton.

July 3, 2003

I could not believe my eyes when we returned home the other day and saw the beautiful new road you created on 4A. It is just the best job ever.

Now I hope you will limit the weight for trucks and speed limits on the road so as to keep it from tearing up.

Tried to think of what I could send you to say THANK YOU and while hot fudge sundaes for the whole group would be great, or cold beers, decided that saying thank you, thank you will have to do.

You keep New Hampshire roads the best IF budgets allow, so hopefully 4A will not need your attention for a while. Have a safe and healthy summer.

Gail Matthews
Wilmot, NH

July 7, 2003

Commissioner Murray:

I just want to express my gratitude and thanks to these people: Donald Labelle, Elizabeth Bosiak and Brian Sanderson - because I had to be relocated for the "Broad Street Parkway".

My parents had owned the two-family home for over 60 years and I over 30 years at 78 Amherst Street. At the time I was really devastated.

From the beginning to the end with this move, their expertise, patience and just making my transition so smooth for me to start my "new life in my condo". It was my pleasure to have contact with them.

Paula A. Tobias
Nashua, NH

Editor's note: Donald Labelle and Brian Anderson are Relocation Advisors and Elizabeth Bosiak is at Right-of-Way Agent in the NHDOT's Bureau of Right-of-Way.

A Team of "Misfits" Captures Commissioner's Cup Golf Tourney Top Honors



"Misfits" can be winners. The team of (left to right) Harry Kinter (FHWA), Bob Barry (Municipal Highways), Steve Liakos (Bridge Design) and Bob Leonard (Bridge Maintenance) finished first in the 2003 NHDOT Commissioner's Cup.

Webster's defines "misfit" as "a person poorly adjusted to his environment". That certainly was not the case at the White Mountains Country Club in Ashland on September 10 when a team calling themselves the "Misfits" adjusted very well to the environment and took top honors in the annual NHDOT Commissioners Cup Golf Tournament.



Bob Barry, Steve Liakos, Bob Leonard and Harry Kinter shot a combined 11 under par score of 60 over 18 holes to finish first among 39 foursomes.

Second place went to a ITS team that annually challenges for the top spot - Bill Cyr, Jerry Romano, Dennis Herrick and Bob Richard.

The popular tournament was played in ideal weather conditions and once again concluded with a barbecue feast and putt-off competition.

1st Place (60)

Misfits

Bob Barry
Steve Liakos
Bob Leonard
Harry Kinter

2nd Place (63)

IT Services #1

Bill Cyr
Jerry Romano
Dennis Herrick
Bob Richard

3rd Place (63)

Bridge #2

Bob Landry
Gary Clark
Frank Mead
Jason Tremblay

4th place (63)

District 3B

Gary Clifford
Randy Talon
Bill Chamberlin
Tobey Reynolds

5th Place (64)

Survey Hasbeens

Alan Cilley
Ron Woods
Keith Lemire
Doug Smith

6th Place (64)

Design

Wayne Clifford
John Butler
John Robinson
Bob Davis



Among the 39 teams competing in the 2003 NHDOT Commissioner's Cup was this foursome of Mike Reifke, Mike Boylan, Rick Barrett and Terry Hawkins.

2003 Tournament Committee

Bob Davis
Bill Cyr
Wayne Clifford
Dennis Herrick
Al Cilly
Dane Prescott
Randy Talon
Tobey Reynolds



NHDOT People

*A Total of 50 years of Inspecting and
Maintaining New Hampshire Bridges*



William Little, (above left) Bridge Inspector for the Bureau of Bridge Design, receives congratulations from Chief Bridge Inspector Dean Bennett on his 25 years with the NHDOT. Bill and Bruce Pepler are responsible for the inspection of bridges in the northern tier of the state.



Louis (Skip) Derosia (left), Supervisor of Crew 10 in the Bureau of Bridge Maintenance, recently received his 25-year certificate for State service from Bureau Administrator Ed Welch.

On the Move

*Doug Scamman Retires After More
Than Three Decades of State Service*



Doug Scamman began commuting to Concord from his Stratham dairy farm in the late 1960's as a state lawmaker. Eventually he followed in his father's footsteps and became Speaker of the New Hampshire House of Representatives. After a run for Congress and a stint as Governor Merrill's budget director, Doug came to the NHDOT and served six and a half years as Director of the Division of Administration.

With the announcement of his decision to retire, Doug was honored on August 27 with a noontime barbecue by the ITS Bureau and a reception. There he received a number of gifts, including a New Hampshire clock (pictured above) made by Steve Gray (Highway Maintenance).

"I knew it before I came here, but now I know from the inside the important contributions this agency and its employees do on a regular basis for the State of New Hampshire," Doug said. "There are a heckuva lot of wonderful people in a wonderful agency."

Those who know Doug know he will not sit still for long, but he says his only plans for now are to tend to his grandchildren and his garden back on the farm.



Stella and Doug Scamman check out a familiar sign.

Belmont Students Win National Competition in Civil Engineering Challenge



Belmont students participating in the national TRAC competition tried out their presentation involving the development of a magnetic levitation vehicle on some NHDOT engineers on May 22. The scrutiny and tough questioning paid off when the three students took top honors in the design-build category in Lexington, Kentucky.

science, math, and social studies education. By involving students in real-world problems, TRAC connects them to the working world of transportation professionals and civil engineers with the hope of inspiring them to consider careers in those fields. The three Belmont students, Rick Parry, Barrett Salta and Heather Morse, worked with a kit called a TRAC-PAC to design and build a magnetic levitation vehicle capable of carrying pennies on a 96-inch magnetic track. They won both regional and national competitions in the "design-build" competition.

"I like educating the students about what engineers do...and watching them get excited when they understand the concepts," says Michelle Marshall (Highway Design), who volunteers at Belmont High.

TRAC Program Piloted By the NHDOT has 470 Students Involved From Two New Hampshire High Schools

Ninder Singh is pleased with the progress the TRAC (Transportation and Civil Engineering) Program has made since the New Hampshire Department of Transportation became part of the high school-based program 24 months ago. He should be. This year Belmont High School won the national "TRAC MagLev Design/Build Competition" in Lexington, KY. Not a bad start for a two-year-old program!

"Although only two schools are currently actively participating," Ninder says, "TRAC is very extensively used at Belmont and Pembroke Academy. The teachers enjoy the way TRAC ties in with the curriculum they're teaching and its 'real-world' applications," says the local TRAC administrator, who is also the NHDOT's internal EEO coordinator. "The students love the hands-on experiments that allow them to learn by doing."

The pilot program is aimed at promoting the value of

Safety Days

District 4

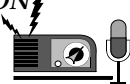


HOT LUNCH - Jim Mountford, a District 4 Assistant Foreman, cuts a steel railroad rail with an oxygen-acetylene torch. The fun timed lunchtime competition during the District 4 Safety Day on September 10 was part of a presentation on torch cutting safety. Jim's time was 59 seconds; the winning time was 56 seconds by Dave Hope, a Highway Maintainer 2 in Patrol Section 406.

Traffic Bureau



Bill Peterson, a Pavement Marking Foreman, shows his horseshoe throwing form during a lunchtime competition at the Traffic Bureau Safety Day on September 24. Blake Loring (Pavement Marking Carriage Operator) took first place in the contest and Brian McCrea (Sign Shop) finished second.



Homeland Security Chief Announces Command Post Grant



(photo courtesy Jim Van Dongen)

New Hampshire will soon have an Emergency Operations Center (EOC) that will house the State's 9-1-1 system, Emergency Management, State Police communications and the NHDOT incident command center. Homeland Security Chief Tom Ridge came to Concord on September 25 to announce a \$9.1 million dollar Federal grant to fund construction of the facility off of NH Route 106 in Concord near the Traffic Bureau and the State Fire Training Academy. New Hampshire was one of 19 states to receive part of \$74 million in grants being distributed by Ridge's agency for the construction and improvement of state emergency operations centers.

Rising From the Ashes



Fourteen months after the nearly completed Jaffrey-Peterborough District Courthouse was totally gutted by fire, the rebuilt complex was open for business in early May. All that was reused after the fire caused by a plumber's torch was the foundation and basement floor. The \$2.6 million building is about 20,000 square feet with two large court rooms and a small juvenile court room. NHDOT Public Works Bureau employees who worked on the project included Project Managers Dana Abbott and Jeff Shute, and Paul Pfenning, Clerk of the Works.

Back to School



(Photo courtesy Michael Moore/Keene Sentinel)

Under the headline "Back to School", the above photo showing NHDOT stencil foreman Steve Buchanan (Traffic Bureau) finishing a school warning sign on Route 63 in Chesterfield appeared on the front page of the August 27, 2003 Keene Sentinel. In the photo Steve is adding glass beads to the stencil that will allow the letters to reflect light.

National Transportation Week



Four-year-old Curtis Chamberlin, son of Beth (Finance) and Bill (ROW) Chamberlin, checks out the driver's seat of an NHDOT plow truck from the District 3 Loudon Shed that visited the East Side Learning Center in Concord during National Transportation Week. More than 50 kids took turns sitting at the wheel and imagining themselves plowing New Hampshire's highways in a snowstorm. Standing by to meet and talk with the kids from the Loudon Shed were: Tim Landry, Blis Magoon, Bill Laflam and Larry Leroux.

Meet the Beetles: NHDOT Turns to Leaf Eating Insects to Control Invasive Purple Loosestrife Plants



Editor's note: The following "Success Story" is part of a series on state DOT successes being featured on the web site of the American Association of State Highway Transportation Officials (AASHTO). Former NHDOT employee Doug Cygan (Environment) initiated the effort with assistance from Glenn Roberts (Materials & Research). Marc Laurin (Environment) has continued to move the project forward.

At first glance, the plant with pink-purple petals that grows between two and six feet tall appears to be an attractive wildflower along New Hampshire's roadsides. It was brought to the United States from Europe and Asia during the 1800s for its aesthetic appeal and medicinal value. However, the purple loosestrife has a rather nasty streak. This non-native plant is actually a noxious weed that spreads rapidly and drives out all native plants wherever it grows. It is found throughout the U.S. and Canada and a single purple loosestrife can produce more than 2.5 million seeds a year.

Left unchecked, purple loosestrife can overrun a wetland by becoming the dominant plant and entirely change the area's ecosystem. The purple loosestrife threat to moist habitats has led to efforts to control it—everything from burning, flooding, cutting and pulling the weed out by hand, to using chemicals. The mechanical control efforts have proven to be both inefficient and ineffective. Spraying chemicals, while effective, poses environmental concerns when applied near water.

For several years the New Hampshire Department of Transportation (NHDOT) has recognized the need to control purple loosestrife, especially in areas where wetlands are created as required by permitting conditions. In the late 1990s, NHDOT's Bureau of Environment, in cooperation with the state Department of Agriculture (NHDA), embarked on a four-year pilot biological control program to combat invasive species.

The joint NHDOT/NHDA biocontrol program included selecting appropriate insects, finding a source of the beetles, and establishing a rearing program within the state. Then, through controlled releases, the beetles would be placed at several wetland mitigation sites and roadside locations throughout the state that were overrun by purple loosestrife.

Galerucella pusillan and *Galerucella californiensis*, leaf-feeding beetles that find the leaves of the purple loosestrife particularly tasty were selected. More than 130,000 *Galerucella* beetles were purchased and released during the four-year period. Additionally, at least 35,000 beetles were reared over two years in a special garden at the New Hampshire State Prison in Concord and were given to several local conservation commissions for release. A small number of beetles continue to be made available to the local conservation groups.

The results at virtually all of the NHDOT release sites were impressive and encouraging for expanding the biocontrol approach to loosestrife in the future. For example, two wetland creation sites in the city of Nashua that were 75 percent covered by loosestrife were reduced to a density of 5 percent within five years after the beetle release.

The beetle-feeding effectiveness in controlling purple loosestrife was estimated at between 75-100 percent. Test sites in Bedford and Merrimack also showed significantly reduced loosestrife flower production, most likely caused by beetle feeding. A research report by the NHDA read, "The establishment of the beetles at these sites and subsequent control of loosestrife within these areas...demonstrates that the Biocontrol Program is a successful and valid method of controlling this invasive plant. The success demonstrates that biocontrol of loosestrife should be maintained and expanded."

As a result of the success of this program, NHDOT is continuing its beetle release program beyond the initial four-year period. NHDOT is satisfied that the purple loosestrife Biocontrol Program has not only increased the biodiversity of its wetland creation sites, but is also a key component in controlling this invasive species throughout the state.

NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
Roads Once Traveled...

On the Move



The above photo taken in Plymouth in March 1952 doesn't make any excuses for the condition of the road.



The traffic (above photo) was lined up and waiting for the opening of the F. E. Everett Turnpike on August 20, 1955.

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